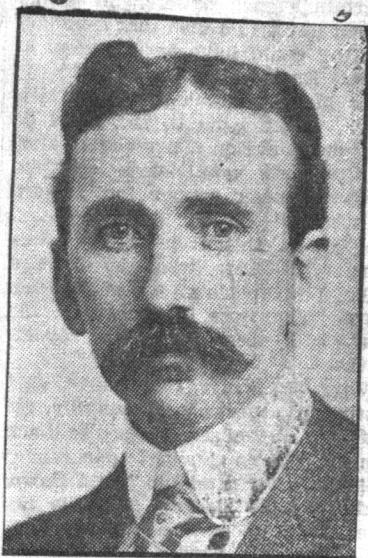


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PLEAS MADE FOR FREE GREEN FISH



THOMAS J. CARROLL,
Who Presided at Saturday Night's Meeting.

PATRICK M. LONGAN,
Who Showed How Gloucester Had
Prospered Under Protection.

Unexpected Turn to Saturday Night's Meeting at City Hall.

Protection Ably Defended By Messrs. Carroll and Longan.

The citizens' public meeting at City hall Saturday evening, was in many respects a most remarkable one. It was held under the auspices of the board of trade and Master Mariners Association and the topic of discussion was "The business interest of Gloucester and how it would be affected by free trade." The matter really discussed, however, was what the introduction into this port of free green fish from the ports of Canada and Newfoundland would mean to Gloucester and the fishing business as now conducted.

Despite the fact that the storm was one of the heaviest of the season and rain fell in torrents, the hall was well filled, both floor and balcony, with an audience which was decidedly interested in every word that was said, few leaving the hall, except those who had to catch cars for the outskirts, until the last speaker had finished.

There were four speakers, President Thomas J. Carroll of the board of trade, who opened the meeting, Patrick M. Longan, who made a very extended address, going into the vital statistics of the city to substantiate many of his statements and to refute some of the arguments which have been used in favor of the introduction of free fish here, Col. Charles Fred Wonson, who made the principal address in favor of the admission of free green fish from Newfoundland and Canada, and Will O. Andrews who also favored free green fish, claiming that it would mean more work for men now idle about the town and that the giving of employment to these young men would mean less liquor drinking and drunkenness.

The meeting was a noteworthy one in many ways. Politics and personalities were as far as possible eliminated from the addresses and the talk was practically confined to free fish or no free fish. It was the first time, in recent years at least, that a prominent citizen and fish dealer has appeared on the public platform and openly advocated free entry here of green fish from the Provinces.

The audience was made up almost wholly of the men engaged in the fish business in this city, master mariners, wharf and fish loft workers, men whose business is closely connected with the fisheries and quite a number of fishermen. Looked at from any angle the meeting must be considered as one of the most important that has been held in this city for a long term of years.

On the platform were many fish dealers, vessel owners and master mariners.

Mr. Carroll's Address.

Mr. Carroll opened the meeting with no preliminary, starting in at once on his address. He said:

"During the past few weeks it has come to the attention of the fishing dealers that there is a great deal of free fish talk around the wharves and skinning lofts in Gloucester. Realizing that the general public were not aware of the actual conditions existing in the fishing industry, and the necessity for protection, the dealers felt it would be advisable to hold a public meeting where both sides could be heard, and the question fully explained, so that every one could understand it. If after they understand the question thoroughly, they decide to vote to endorse the candidate who stands for unlimited free trade with Canada, it is up to them, but on the other hand, if they go to the polls without fully understanding the question, the responsibility is upon men who have made a study of the business, and fully realize the destruction that would ensue to the industry if a reciprocity treaty was made with Canada which admitted fish free into this country.

"There are two classes of people in

Gloucester now talking free fish. The greater part of them I believe, are sincere and honest in their idea that it would benefit Gloucester if fish were admitted free. The other class, which I believe are in a very small minority, are actuated by a feeling of jealousy, and while they fully understand that a change in conditions would not benefit them, it would pull others down with them, and therefore, they would have some consolation. My few remarks will be confined almost entirely to the former class, as I realize that argument would be wasted on the latter.

Now there are two distinct propositions to be considered, one of them being free raw materials, the other absolute free trade in both raw materials and manufactured boneless codfish. In the fishing industry the line now is squarely drawn, so that every fishing firm running vessels, and every captain owning part of a vessel, are lined up on the side of protection as it exists today, while on the other side, every dealer who handles fish and doesn't own a vessel with, I think, one exception, are out for free raw materials. They all admit that this condition would destroy our fishing fleet. Some of them claim it would only destroy the bank fleet, but others admit that even with free raw materials, it is only a question of time when the Gloucester fishing fleet will be out of existence.

There is not one of them who thinks that unlimited free trade with Canada in both manufactured and raw material would be a benefit. They all agree that free trade with Canada in both green and manufactured fish, would mean the ruination of not only the fleet but the boneless fish business as well.

Fish Business of the Present Compared With the Past.

In this connection, I feel it would not be out of place to state that the gentleman who is running for governor, stated in this city last Wednesday night that what we needed was free fish, and as he stands for unlimited free trade, or in his own words, just as free intercourse with Canada as Massachusetts would have with Connecticut, he certainly means free fish of all kinds. He also made the statement, and which was repeated by the gentleman who presided over the Democratic rally last night, that 25 years ago there were 57 firms in Gloucester, and today there are only nine, and practically only two.

For the purpose of deceiving the public, this statement, no doubt, would have its hoped for effect. But while admitting that there are not nearly as many firms in Gloucester today as there were 25 years ago, I deny emphatically that there is such a shrinkage as these gentlemen stated. They did not state, however, that the firms doing business today are doing more business in the manufactured boneless codfish line than all the firms operating here 25 years ago.

In 1878, John Pew & Son, who were at that time the largest fishing concern in Gloucester, or in fact on the Atlantic seacoast, did \$48,000 business, while the Gorton Pew Fisheries Co. in the month of October just past, did more than \$350,000 business, or more in one month than they did in the whole year of 1878. I will state without fear of contradiction that the firm of Cunningham & Thompson pays out in labor more than twice as much every Saturday night as all the firms on the Fort together did 25 years ago. They speak of the idle wharves, but they say nothing of the development of the wharves being operated by the concerns doing business today.

They tell you that the Canadian fishing fleet will market their fish

here, and there will be more work on the wharves, and all the wharves will be occupied by firms, but let me tell you, gentlemen, the Canadian vessel owners are not looking altogether for a market for their green fish, but are looking for markets for manufactured fish. No doubt there would be some cargoes of fish come here in years of plenty like 1909, and I might say incidentally that there was not much talk of free fish in 1909, when our wharves were loaded with fish, and the business prospered as never before in the history of Gloucester. There was plenty of fish to go around, in fact many times it looked as though there was more than enough at the prices being paid the vessels. If the Nova Scotia vessels came here last year, prices would have ruled a great deal lower, and the result would have been that notwithstanding the large catch of fish, the men who man our vessels would not have made a decent living, and we would have had difficulty in getting crews for our vessels in the spring of 1910.

Free Entry of Nova Scotia Vessels Would Mean Loss of Crews.

With the Nova Scotia vessels having free entry to our markets on the same basis as our fishermen, we would not have men to man our vessels, and the result would be that our fleets would be shifted to Nova Scotia. With free raw material and the duty on manufactured fish as at present, the vessels would merely land their fish here, and while we might be doing as much business in the lofts as we are at present, Gloucester would lose its fine fleet of vessels, and I am sure that every laboring man in Gloucester would feel the effects of that condition.

If a treaty is to be made with Canada, it must also be made with Newfoundland, which would mean free entry into our markets of salt herring for smoking, and any intelligent man who knows what it costs to run vessels in this country, will acknowledge that that would mean the turning over of the salt herring business to Nova Scotia and Newfoundland vessels.

No man would ever think of building a new vessel in this country on account of the difference in the cost of building. A short time ago McManus of Boston, designed two vessels, both off the same model, and both of the same name, one, the Clintonia, belonging to Orlando Merchant, and the other Clintonia, belonging to Capt. Emiel Mack of Lunenburg. The Gloucester Clintonia cost ready for sea a trifle over \$15,000, while the Nova Scotia Clintonia cost \$9,400, and the captain claims she is a better vessel.

Wages of Laborers in Nova Scotia and Gloucester Compared.

Last year it was my duty to compare the cost of labor in Nova Scotia with that in Gloucester, and I received a letter from one dealer in Nova Scotia, stating that he paid his men 12 1-2 to 15 cents a hour, while in Gloucester the same labor costs 27 1-2 to 32

cents per hour. The Gloucester laborers are not getting one cent more than they should, as they are only making a living at that, on account of the different conditions existing here than in Nova Scotia, but I ask you, gentlemen, how long a concern could continue to pay double the wages of a competitor in the same line of business without having some other protection such as we have been having for many years.

In conclusion, I ask you, gentlemen, shall we endorse the policy of protection as it exists today, or shall we endeavor to bring about a change which will mean either free raw material with the resulting loss of our fine fleet of vessels, or free fish of all kinds, which would mean not only a loss of the fleet but the manufacturing of bonesless codfish as well.

Now just let me ask you, in closing, who knows the most about the fish business; the man who has made it a life study, who has grown up in it and is familiar in every part of it, or the lawyer who stood before you here the other night and tried to tell you all about it?

I want to appeal to the men who catch the fish. You can hear men say that the 12 years of reciprocity were good years. Let me tell you why. In the years of reciprocity with Canada, the mackerel catch of the New England fleet was 1,544,662 barrels, while in the 12 years to date, from 1898 the mackerel catch of the New England fleet was but 435,000 barrels. Does not this explain why the reciprocity years were good years? Here I have the record of a vessel from the year 1879. She went to Georges and for the year landed 370,000 pounds of salt cod, and 9000 pounds of halibut and her net stock was \$4,800. Do you want that kind of good old times?

P. M. Longan Shows How Gloucester Has Prospered.

Mr. Carroll then introduced as the next speaker, Mr. Patrick M. Longan.

Mr. Longan in opening, said that he wished his purpose in coming to be understood not as of any personal financial interest, but from one inspiration alone, that Gloucester was his native place, and the situation was more than of political interest.

I have not one cent in the fisheries, continued the speaker, but like every citizen who has the great interest at heart, I am opposed to the issue that would bring disaster to her great industry, and am glad to aid and give assistance in any small way that I can in the great proposition which at the present time confronts us.

We have various political parties in our midst, one which tells you that the only panacea is a reversal of the present policy and go back to the years of free trade, instead of the present system of protection, which has put Gloucester to the forefront in her leading industry.

It is necessary that we should approach the question face to face and meet it squarely as an economic problem. It is a dangerous one and threatens the life of this community. Someone will tell you that the high cost of living can be remedied, and free trade will make the community prosperous. But there is something more behind it. What is the question? Reciprocity fair and square means that we are to get something in return. But that is not the proposition, my friends, it goes farther than that. It is free trade, pure and simple. Does it mean that a vessel coming

here from foreign ports is to simply sell her fish and employ Gloucester labor? It is something far different than that, something which would lead on to a political slaughter.

They tell us that the trouble is due to the high cost of living. I have felt that I could not discuss that important subject as it should be touched upon, so have sought the opinion of one of the most unselfish and leading men of this nation today, one who has become a resident among us, and loves his adopted city the same as any of its natives, and never turns his back to the cause of a friend.

Mr. Longan here read a long letter from John Hays Hammond, showing that the Payne tariff was not responsible for the increase in the price of food supplies, since many of these prices advanced before the passage of the act, while the prices of articles on which the duty was reduced or removed also increased.

Statistics Show Gloucester's Material Prosperity.

Let us discuss the future of Gloucester. One of the reasons suggested for a change is that under free trade we were a prosperous city and that since then we have been going backward.

Now let us see what our condition is as a municipality. The city was incorporated in 1873 and from that period to 1885, which covers the time of the operation of the free trade arrangement with Canada, let us compare the results.

Our valuation at the time of incorporation was \$8,472,329, in 1885 our valuation was \$12,572,405, showing that we increased in value during this unprecedented period of what is now said to be prosperity, approximately 50 per cent, or in exact figures \$4,100,076.

In the next 12 years from 1886 to 1898, our valuation increased to \$15,690,271, practically the same percentage of increase, or to be exactly correct \$3,117,866. And during this time we suffered from small catches and other contributory causes and yet we made a substantial increase as a city.

For the next 12 years, to 1910, our valuation increased to \$23,729,448 a percentage of a little better than 51 per cent., but in exact figures \$8,039,177.

This shows conclusively that our gain as a municipality in the last 12 years was greater in proportion than the 12 years from the time of our incorporation up to 1885, during the period of the so-called good times, as against the period that some people are complaining about and who go so far as to say that we are going backward.

These figures must indeed convince you that we are still holding the fort and doing business at the old stand.

Savings Bank Deposits Show Increase.

Now let us take a peep at the situation from another standpoint and see where we have not gone backward as is claimed. In October, 1873, there were on deposit in the savings bank of this city, \$925,217.38. In October, 1885, there were on deposit in this same institution, \$1,530,398.12, showing an increase in the savings deposit of \$605,175.74, a percentage of increase which is quite significant. But bear in mind that during this period the savings bank was accepting deposits from any and all persons regardless of their geographical location.

Now this same institution in 1887 changed its mode of operation with reference to depositors, so that at this time it does not receive any deposits except in the immediate vicinity, and meanwhile there have been many withdrawals, but in spite of this fact the Cape Ann Savings Bank, which is the institution I have in mind, has on deposit \$2,740,000, representing the savings of the people of Gloucester almost wholly, which is an increase from 1885 of \$1,209,606.88, or almost 100 per cent. Does this indicate that the laboring men who are the savings bank depositors are poorer under our present process of protection for our industry, as compared with the so-called prosperity under free trade?

But I have not finished, my friends, upon that score. You are all aware that we now have additional savings banks as auxiliary to the national banking institutions, and we also are favored by the presence of a co-operative bank in our midst, and these institutions have developed within a comparatively few years, so that in the combined savings departments of the national and savings banks and the Co-operative Bank there is on deposit \$4,940,050 more than three times as much as there was on deposit in the savings bank in 1885.

This does not warrant any presumption that we are growing poorer and that our people are not so well off as they were in the good old days.

Increase Also Shown in Tax Papers and School Children.

In 1874 we had 2885 school children. In 1885 we had 3609, in 1898 we had 4177 and in 1910 we had 5000. Surely we have not grown poorer in school children for since 1885 we have built the new High school, which is today inadequate for the number of pupils knocking at its doors for admission. We built the A. P. Lufkin school at Eastern avenue to meet the demands of that section. We built the Hovey school nearly in the center of our city to provide for the increase in that section and the Maplewood school in ward six to meet the situation there, and the Blynman school at Magnolia to take care of the children in that portion of our city. Nearly everyone of our school houses all over the city regardless of their location have been enlarged to meet the conditions and all this, since 1885, the good old days that have been portrayed to you by those who are seeking to convince you that we are going backward.

In 1885 we had 5196 poll tax payers. In 1910 we have 7637, have we gone behind in that respect?

In 1885 we had 80 miles of roads in our city. In 1910 we have 100 miles an increase which must certainly show you that in miles of road we have not gone behind.

In 1885 our yearly appropriations were \$225,000. In 1910 they were \$451,000, showing that we have grown almost beyond belief and that the cost of maintaining and operating our various departments of the city have nearly doubled, and yet in 1885 you were paying \$17.50 per thousand for taxation and in 1910 you are paying but \$18.40 a difference of but 90 cents

per thousand to provide a revenue to meet the appropriations of more than double what you were called upon to meet in 1885.

These figures alone are the best evidence of the inconsistency of those people who are telling you that we are going behind. The great success of this city has been and is due to her fisheries.

What Free Fish Would Mean to Gloucester.

Who will answer when a man says that this city has gone to the dogs because we have not adopted free trade? You are asked to change from prosperity and see if you cannot do better, and that the thing to do is to open our markets to the fish of Canada and Newfoundland, duty free. I believe I have visited more places on this continent where fish are caught and cured than any man in the United States, excepting the men employed by the government in the collection of statistics, and I can say that I have some familiarity with the subject and some good judgment. I have made it a study and made observations for practical purposes. I know something about this question—not by theory or what I have read, but from what I have seen and come in contact with.

From 1623 to the present time, the fish business has been conducted in this city and there never was a time when we were not considered in the advance guard. We have been going along certain lines. We have had times of trouble, but we have always come out all right. Let us look at the vessel question. Take a vessel here 20 years old—one that couldn't ship a crew for here, hardly, and that craft is worth more dollars in the country you are asked to compete with, on a free trade basis, than a new one of their own build and would be rated first class, A 1 for several years. Everybody knows an American vessel fits first class. I would rather eat on some of our haddockers than at Young's hotel. Compare the way these crafts of ours are fitted with those of the countries they want

to put us on an open footing with and let them send their fish in here free. Look at another point. A fisherman here gets his money when the fish are on the wharf. Down there a fisherman does not get his money until the fish are sold, until a market is found for them in Europe or in the West Indies and the returns are received for them.

Here Mr. Longan went into statistics of fish landed here and at Boston, the figures refuted the claim that the business here was going backward.

Who is it that advocates this free trade doctrine? When there is fish enough to go around you do not hear of it. When the market was glutted we did not hear of it. Now after two normal years, and with the stock all cleaned up, we have a lean year and then we hear the cry "Free fish." Is it any fault of a firm to get big orders and go into the fish market and bid up and get the fish? A man pays the highest price because he has to have the goods. Who says that that is a trust? Who guarantees that under free trade \$5 will be paid for salt cod-fish on the wharves of Gloucester? Think it over.

The Boston Traveller in October, 1885, told of the success of the Provincetown fleet of 75 bankers in landing for the season, 144,000 quintals, and the average price ruled so low that when the cost of catching, curing and putting on the market was figured it exceeded the price for which they were sold. Do you want to go back to those good old days?

Cry for Free Fish Does Not Come From Vessel Owners.

Now who is it that is most desirous for fresh fish? Does the cry come from the vessel owners or the commission merchants? Let us see. Let me quote you a resolution passed by the Boston Fish Bureau in September, 1885. Here Mr. Longan read the resolution where the Bureau went on record for free trade in the products of the fisheries with Canada and Newfoundland. The men who passed this resolution, said the speaker, were at that time the principal wholesale and commission dealers in fish at Boston.

It is the advantage of this protective policy which exists today, which makes the men want to come here to fish, because they know that they fare better and make more money than they can at home. Tear down this wall of protection and the men won't come. That means that our vessels will have to go down there and the fish merchants will follow the vessels. I venture to say that there is not a firm in Gloucester but what could go down there and be welcome.

Are we going from the open daylight of the tested in to the dark of the unfamiliar?

In no place in this state will the vote of Tuesday be watched as in Gloucester. I cannot see how we can go back at this time on the policy of protection. I do not stand here and advocate this because I am a hide-bound party man. It is well known that I disagree with the party leaders in many things, but on Tuesday I would walk arm in arm with my worst enemy to the polls and vote that the place shall survive the attacks of the damnable proposition put up here by the Democratic party. Let us not at this hour desert the good old Republican ship. Let us not be mutineers. Let us man the old craft again and face the storm.

Col. Charles F. Wonson Made Plea For Free Green Fish.

The next speaker, Col. Charles F. Wonson of the Gloucester Salt Fish Company, was introduced as one who would speak from the other side of the question.

Col. Wonson said he appeared as a speaker on the other side, and spoke not for any personal desire, but because he believed there was another side of the situation and it was his duty to express it.

He also had a love for the old city, in which he had been born and brought up, and had been in business for upwards of 40 years. He could go further and say that he too loved his country and had given three years of his life in her service. As the hour was late, he would not go into any extended remarks, and had prepared a copy of what he would say, rather than have his remarks misinterpreted. He said:

As a member of the Board of Trade of Gloucester and one active in the fishing business since 1875, I think it only fair to state that not all the members of the Board of Trade, or all those engaged in the fish business subscribe to the sentiments expressed by the previous speakers. Conditions in Gloucester now and condition 30 years ago are familiar to most of you, but for purposes of comparison I wish to review several conditions of which I have specific knowledge.

In 1880 my brother and I purchased the only available piece of wharf property in the city of Gloucester. In the course of ten years it stood us with improvements \$16,000. The property went out of my hands in 1898, selling for a third of its cost. I repurchased the same property in the spring of this present year at one-fifth of its cost, and at that, the purchase price was criticised as being more than the property was worth.

The property of J. F. Wonson & Co., the property of James G. Tarr & Bro., Five Pound island and numerous other properties all along our waterfront. Such conditions which are apparent to every one with eyes to see do not look like general prosperity.

These conditions have come about while a high protective tariff in our product has been in operation. I and my colleagues sincerely believe that if green fish were allowed to come in from Nova Scotia and Newfoundland, duty free, very many trips would be coming to this port, giving us material to work on, providing more employment, thereby increasing the general prosperity of the city.

Now our friends on the other side of this question have expressed two opinions in regard to the advisability of admitting green fish free of duty. A member of one of the largest firms has stated that he would hold up both hands if it was a question of admitting green fish only. Another member of the same firm has stated that he does not believe that either green or manufactured fish should be admitted free of duty. The opinion is expressed that if we admit green fish free of duty, the vessels owned here would either be put out of business or forced to Nova Scotia to be profitable investments. Their argument is that the cheap labor and cheaper material of the provinces, admit of outfitting ves-

sels there at much less cost than it can be done here. The argument is a good one, and in my opinion the best one they present. But listen, the other night on this platform, Mr. Gardner admitted that labor in Canada was not nearly so low now as formerly. We are told by statesmen, who in public utterances are contradicting the opinion that the present high cost of living is caused by the tariff, that food products in all countries are on the average, as high as in ours, and in many countries more. If this is a fact, how long may I ask can Canada furnish cheap material and cheap labor, and keep her working people alive. If the cost of food products have increased in Canada anything like they have done in the United States, then it is but a question of a very short time, before her wage scale and material must be more nearly on an equality with our own.

Does Not Favor Admitting Manufactured Product Free.

The opposition claim that it would be impossible for the United States to negotiate a reciprocal treaty with Canada admitting free green fish, without opening a market to her manufactured products. In my opinion this is their weakest argument. First, it is impossible to tell what we can or cannot do until we try. Second, we know that many lines of raw material are already admitted into this country free of duty, while the manufactured product in the same line is protected. This suggested treaty remember is reciprocal. Each country gives to the other what each thinks is of equal value.

While I do not advocate at this time admitting manufactured fish free of duty, yet if it was necessary to secure the admission of free green fish, which I believe means prosperity to Gloucester as a whole, I for one would have no fear that Canada would eventually monopolize our market and drive us out of the business. I sincerely believe

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that Canada and the whole New England seaboard combined could not supply the legitimate demand of the United States and the Canadian northwest for salt fish, if proper care in all instances, was given to the curing and preparation of the product.

I claim that at the present time only a comparatively small territory is thoroughly developed so far as its possibilities for using sea foods are concerned. This is a big country increasing in population more than a million a year and all have to eat. You know how the fresh fish people have extended and increased their business in the last 12 years, and in spite of that, our own salt product has been easily marketed.

To further substantiate my statement that a considerable territory is yet undeveloped, I will repeat a statement made me yesterday by a representative of a large New York house handling shredded codfish, chipped beef and other food products of that nature. Referring to the canned corned fish put up by Burnham & Morrill, this gentleman said, "Being interested to know just where these people were marketing this product, I instructed each one of my 50 travelling men to enquire and locate if possible, where these goods were carried in stock. He stated that the number of dealers reported as carrying this stock was few, which led him to believe that Burnham & Morrill had developed new territory as it was conceded they had packed and sold more than a million pounds this present year.

Believes That Gloucester Would Hold Prestige With Absolutely Free Fish.

Even with absolute free fish I honestly believe Gloucester would hold her business and her prestige. A fine harbor, plenty of room for curing, with plants up-to-date and well equipped, within easy access by rail and water of the consuming markets.

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THE SARDINE PACKING OF MAINE.

An Interesting Process as It is Performed in a Big Portland Factory.

To all appearances from the outside, a quiet place of moderate business is the sardine factory on the South Portland shore, but, although quiet on the inside, there is more business done in that little factory each day than one can realize and over 100 employees are kept busy from morning till night and often in the evening filling cans with most excellent sardines.

Though thousands of the little fishes are handled here each day of the week and nearly 4000 cases sent out each week, one who visits the factory would only know that fish were being handled by seeing them as they go through the many hands for there is not the slightest fishy smell and everything is as clean as can be. One of the principal reasons of the cleanliness is that every fish that is brought to the factory is packed and ready for shipment before the day's work is finished and only strictly fresh fish are used. This does entirely away with the usual evil smells which are in evidence in most places where they handle fish. The managers of the establishment also put forth every effort to make the factory clean and healthy and it is swept and cleaned either once or twice each day.

The work of canning the little fishes is very interesting and is much different than a person would suppose. The fish are taken to the factory by water and do not lay around a single minute until they are ready to ship.

As soon as they arrive at the wharf they are started on a long trip through both floors of the building and when they end up in about the same place they start from they are ready to be packed in cases and shipped away.

Their Journey Starts in a Sluiceway on the outside of the building. This sluiceway runs about 40 feet along the wharf to the inside of the building and while the fish are carried along they get their initial washing. From the sluiceway they enter a large washing tub where they are given a generous washing. From this they are taken to another tank where they are again washed and pickled. From this latter treatment they are taken to a sort of endless chain, which leads to the upper floor of the building, and on the way up they are given a thorough scrubbing and washing. Men are stationed at the end of the endless chain on the upper floor and the now thoroughly cleaned fish are placed on huge trays and placed in steam chests where they are cooked by live steam. After being nicely cooked the fish, still on the trays, are placed in the drying room.

The drying room is a very large place, under which great fires are kept burning and a number of trays are placed on a sort of track and rolled in and remain there until they are perfectly dry. The track, which hangs from the ceiling, runs from the opposite side of the dry room, where the trays are pulled out and rolled along the floor until they are within easy reach of the large number of young lady employees who take them from the trays and pack them in the cans, which have been previously filled with the proper amount of oil.

As soon as the cans have been packed the cover, which is now loose, is placed on top of the can and the cans are sent to the great machine which places the cover securely on them without using any solder. No solder is used in the construction of the cans and the covers are placed on by being rolled by the machines.

From the machines the sealed cans are taken across the room and placed in a great tank of boiling water, where they are cooked for two hours. This

Last Cooking Gives a Finishing Touch To the Sardines

as well as to purify any air which might have gotten into the cans during the process of sealing.

After the cans have been boiled for two hours they are dumped into bins with sawdust and left to cool. The sawdust does away with all grease and moisture and as soon as cool the cans are examined by experts and any

bad one, of which there are very few, is thrown away so that only perfect cans of sardines are packed by this concern. The cans are then taken to the packers' department and packed, 100 cans to the case, ready for shipment.

This entire work is done in one working day so that every fish that is packed will be strictly fresh. This means a great deal of work when a large shipment of fish arrives but the members of the firm have a well founded belief when they hold that fish that stand over night and a part of the next day are not quite as fresh as might be.

There is considerable individual work about the canning of the sardines but several large and labor-saving machines are used at this factory. The machines which seal the cans are very interesting to watch and it is almost beyond belief to see the work they do. Each can is placed in the machine with the cover simply laid in position and when the can comes out of the machine nothing short of a can opener will lift the cover and the work is perfect too. The covers are made a bit larger than the top of the can so that the machinery turns the edge of the cover over and seals it under the top edge of the can. This does entirely away with soldering and no solder is used for any part of the can.

Another machine that is interesting is that which turns the oil into the cans before the fish are packed. A tray, in which 25 empty cans are placed, is pushed under the machine and in less than no time, each can is partially filled with a certain amount of oil, all of the work being done by simply pulling a lever. In this way each can contains the right amount of oil to allow room for packing and hundreds of cans may be attended to each hour.—Portland Press.

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FARE OF SCH. HAZEL R. HINES SOLD TO VINALHAVEN FIRM.

Price Private But Highest in Recent
Years For Trawl Bank Fish.

Increased Price Paid Here For Trip
of Sch. Ella M. Goodwin.

The sensation in salt fish circles this morning was the announcement by Capt. Lovitt W. Hines that the fare of salt trawl codfish of his sch. Hazel R. Hines, which is on the way home here from her second bank trip of the season, had been sold at a private price, to the Lane & Libby Fisheries Company of Vinalhaven, Me.

Capt. Hines refused to give out the price at present, but said that he would later, but did state that the price was the highest in recent years for a salt trawl bank trip and that the

Vinalhaven concern took him up on his own offer.

Raise in Dory Handline Bank Cod.

Salt bank dory handline codfish took another jump this morning when the fare of sch. Ella M. Goodwin sold to Davis Brothers at \$4.75 for large \$4.40 for mediums and \$3.25 for snappers. This is a raise of 25 cents on the large, 30 cents on the mediums and the same figure on the snappers.

The fare of salt cod of sch. Elsie sold to the Henry E. Pinkham Company at the last sales for salt shack cod, \$4.37½ for large, \$4 for medium and \$3 for snappers.

Nov. 7.

T WHARF FISH SUPPLY SHORT.

TWENTY-FIVE SMALL FARES NOT
ENOUGH TO SUPPLY THE
DEMAND.

With 25 fares of fresh fish to start in on this morning, the T wharf dealers have not near enough to supply the demand. There would be practically no cod on the market, but for the fact that 11 of the little fleet of netters which operate off Plymouth, struck in in a bunch this morning with fares ranging from 3000 to 6000 pounds each.

Half a dozen of the pollockers are also in with fair catches and had no trouble selling for \$1.50.

None of the fleet of big fellows fishing to the eastward were in and outside of sch. Robert and Arthur from South Channel all were market boats, most of them with small catches, hake predominating.

Haddock and large cod were at \$5 and \$5.50, hake \$1.50 to \$2.50 and cusk \$2.25. The dealers are looking for some of the big vessels to show up by Wednesday.

The fares and prices in detail are:

Boston Arrivals.

Sch. Robert and Arthur, 7000 haddock, 4500 cod, 15,000 hake.
Sch. Matiana, 2500 cod, 24,000 hake.
Sch. Olive F. Hutchins, 4000 cod, 12,000 hake, 1500 pollock.
Sch. Yankee, 1000 haddock, 1000 cod, 4000 hake.
Sch. Gladys and Sabra, 14,000 pollock.
Sch. Valentina, 14,000 pollock.
Sch. Richard J. Nunan, 5500 haddock, 12,000 cod, 1000 hake.
Sch. Maud F. Silva, 1500 haddock, 200 cod, 1700 hake.
Sch. Manomet, 5000 haddock, 1000 cod, 1500 hake.
Sch. Tecumseh, 1000 haddock, 1000 hake, 500 cusk.
Sch. W. H. Clement, 4000 cod.
Sch. Mabelle E. Leavitt, 3500 cod.
Sch. On Time, 4000 cod.
Sch. Florida, 4000 cod.
Sch. Lillian, 3000 cod.
Sch. W. H. Reed, 3500 cod.
Sch. J. F. McMorrow, 6000 cod.
Sch. N. A. Rowe, 3000 cod.
Sch. Hobo, 2500 cod.
Sch. Mary Emerson, 3000 cod.
Sch. Sarah, 3500 cod.
Sch. Olympia, 20,000 pollock.
Sch. Good Luck, 15,000 pollock.
Sch. James and Esther, 14,000 pollock.

Sch. Jubilee, 10,000 pollock.
Haddock, \$5 to \$5.50 per cwt.; large cod, \$5 to \$5.50; market cod, \$3 to \$5; hake, \$1.50 to \$2.50; pollock, \$1.50 to \$1.55; cusk, \$2.25.

Portland Fishing Notes.

Two good fares of fish were brought into Portland Friday by sch. Effie M. Morrissey which arrived from a cruise off Cape Sable on the Nova Scotia coast, bringing in about 40,000 pounds of mixed fish, which the captain disposed of there. The schooner left Digby less than a week ago on the cruise, and the fare was mostly the result of one day's fishing. That the schooner is a fast sailer is evidenced from the fact that she did not leave the fishing grounds, nearly 200 miles away, until about 2 o'clock Thursday afternoon and arrived in port Friday morning, having logged from 12 to 15 miles an hour all the way up the coast. The other craft was sch. Paragon of Gloucester, which has been fishing for three weeks on the Le Have Banks, and brought in 4000 pounds of halibut, 48,000 pounds of shack fish and three swordfish. The halibut and swordfish were sold to the J. W. Trefethen Company, but the balance of her cargo will probably go to Gloucester. The skipper reports very rough weather on the banks during most of his cruise and considered himself fortunate in getting a catch. Outside of the above two arrivals, about 15,000 pounds of mixed fish were landed by the schooners Edmund F. Elack and Madalene. Only a small quantity of herring were brought in owing to the storm.

Sch. Susan Frances, laden with dry fish from Cereia for Gloucester, arrived from Fox Island Thoroughfare, making the run of 65 miles in a little over seven hours. The skipper certainly showed good courage in venturing out in the midst of the howling gale of Thursday, but came along all right, nothing happening beyond having her decks badly washed.

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Nov. 7.

STORM BROUGHT MANY ARRIVALS.

EASTERLY HELPED ALONG SEVERAL VESSELS OF THE OFF-SHORE FLEET.

There have been a big lot of arrivals here since last report, the easterly storm being responsible for bringing several of them along from the off-shore grounds. Following sch. Ella M. Goodwin on Saturday came sch. Maxine Elliott, from a dory handlining trip. The craft had been to the Virgin Rocks and lost her rudder in one of the recent gales, going to St. John's to repair, and then coming home with about 25,000 pounds of salt cod. Sch. Priscilla Smith was also among the Saturday afternoon arrivals, from dory handlining, with 100,000 pounds of salt cod and sch. Senator Gardner, of the trawl bank fleet, and which had been at North Sydney, C. B., to repair her rudder, came in with 190,000 pounds of salt cod.

Sch. Elsie came down from Boston with 15,000 pounds of salt cod, and sch. Claudis, one of the fresh halibut fleet, which has been operating on the grounds off Cape Sable, came in with 18,000 pounds of salt cod and about the same amount of fresh fish and a few halibut.

This morning sch. Theodore Roosevelt, Capt. William Morrissey, of the trawl bank fleet, put in appearance with a big fare, 250,000 pounds of salt cod. This is Capt. Morrissey's second trip this season and will result in one of the largest stocks of the year on a single trip.

Sch. Massachusetts, one of the eastern shakers, is home this morning, with 25,000 pounds of salt cod and 15,000 pounds of fresh cod and sch. Georgia, Capt. Solomon Jacobs, the last of the North Bay seining fleet, is in with 112 bbls. of salt mackerel.

Among the arrivals this morning is the British Tasmania, from Lunenburg, N. S., having on board 383,000 pounds of salt cod, the sum total of the fares of five of the Lunenburg fleet, which were bought by the Gorton-Pew Fisheries Company and loaded into the Tasmania for shipment here.

The torchers are still doing quite well on herring and during yesterday and this morning they landed in the vicinity of 300 barrels some of which went to bait the haddocks, the rest going to the freezers.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Maxine Elliott, Virgin Rocks, 24,000 lbs. salt cod.
Sch. Priscilla Smith, Quere Bank, dory handlining, 100,000 lbs. salt cod.
Sch. Elsie, via Boston, 15,000 lbs. salt cod.
Sch. Senator Gardner, salt trawl banking, 190,000 lbs. salt cod.
Sch. Claudia, Cape Shore Grounds, 18,000 lbs. salt cod, 15,000 lbs. fresh cod, 1000 lbs. halibut.
Sch. Theodore Roosevelt, salt trawl banking, 250,000 lbs. salt cod.
Sch. Massachusetts, Sable Island Bank, 25,000 lbs. salt cod, 15,000 lbs. fresh cod.
Sch. Georgia, North Bay, seining 112 bbls. salt mackerel.
Sch. Colonial via Boston, 6000 lbs. salt fish.
Sch. Susan and Mary, via Boston.
Sch. Moaniam, via Boston.
Sch. Francis J. O'Hara, Jr., via Boston.
Sch. Belbina P. Domingoes, shore.
Sch. Edith Silveira, shore.
Sch. Rita A. Viator, shore.
Sch. Catherine D. Enos, shore.
Sch. Marguerite Haskins, shore.
British sch. Tasmania, Lunenburg, N. S., 390,000 lbs. salt cod.
Torchers, Sunday and this morning, 300 bbls. fresh herring.

Vessels Sailed.

Schs. Alert, Indiana and Sylvania, Newfoundland herring trips.
Schs. Oriole, Avalon and Constellation, Newfoundland pan frozen trips.

Today's Fish Market.

Trawl bank cod, large, \$4.37½; medium, \$4.00; snappers, \$3.00.
Bank halibut, 15c per lb., right through for white and gray.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.00.
Salt haddock, \$2.00 per cwt.
Salt hake, \$2.00 per cwt.
Salt pollock, \$2.00 per cwt.
Dory handline cod, \$4.50 per cwt. for large; \$4.10 for mediums and \$3.25 for snappers.
Splitting prices for fresh fish:
Eastern cod, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
Cusk, large, \$1.65 per cwt.; medium, \$1.25; snappers, 50c.
Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.15 per cwt.; round pollock, \$1.00 per cwt.
Handline Georges cod, large \$4.75 per cwt.; medium, \$4.25.